

C O P Y

VERTENS - WERFT K. - G.
Winning bei Schleswig (Germany)

Fernsprecher Schleswig 2189
Telegramme: Vertenswerft

Winning, den 4.5.1955

Dear Sir,

Having received your letter of April 29th we want to tell you that indeed the 30' Cabin-Cruiser "Brisk" which we are using here for demonstration, is for sale. We enclose a drawing and specification of this boat from which you might see all details. The craft has been built 1952 and is in a real good condition. The price is low:

\$ 8.800,- fob Hamburg.

Nevertheless we might not advise to buy it instead of a new "Fisherman". The reasons are as follows:

The seaworthiness is far less compared with our new model because the engine is in the bow. This has been made then in order to save costs and to get a most simple construction, but it causes a lot of spray when the boat steps in a rough sea. The new design has the engine weight more aft, as you know, and the buttocks of the bow have been made longer.

Furthermore the 30' Cabin-Cruiser has a fixed aft hydrofoil and also the shape of the main wing is not up to date, both of these cause a lack of seakeeping ability.

Of course, some of these things could be altered by reconstruction but this is, as you know, only half the way.

If, however, you should much like to get a Wing-boat just now, we advise to buy it and to order a new 31' Fisherman at the same time. The low price of the 30 footer will help you to sell it easily as soon as your new construction arrives. For an owner who likes boating on inland waterways, the "Brisk" will do.

We remain, Sir,

very truly yours
Vertens-Werft
Kommanditgesellschaft.

*DO NOT show
or disclose details with Vertens*

*Any approach should be a
completely fresh approach,*

Encl.
Drawing No. 403 00
Specification 403 00

NAZI WAR CRIMES DISCLOSURE ACT

Declassified and Approved for Release
by the Central Intelligence Agency
Date: 2005

VERTENS-WERFT K.-G.
Winning bei Schleswig

9 METRE "WING" CABIN CRUISER
SPECIFICATION

1. DIMENSIONS AND PERFORMANCE:

L.o.a.	9.00 m	30'
Beam of hull	2.65 m	8' 8"
Beam incl. wings	3.67 m	12'
Draft incl wings	1.40 m	4' 7"
Engine	165 HP	
Max. speed approx.	35 knots	
Service speed approx.	32 knots	
Number of passengers	6-8	

Shape of hull and erection as well as interior to be seen from drawing.

2. DETAILS OF CONSTRUCTION: Main construction material, so as for planking, transom, deck, bulkheads and for some parts of furniture is Phenol resin water proof marine type plywood. In so far as, in the following lines, the simple word "plywood" will be used, this kind of plywood only is meant:-

Keel, stem, transom knee, chine stringers, floor timbers, frames and engine bed to be oak. All materials to be fastened by brass bolts or brass wood screws and brass fittings and, where suitable, to be joined by Phenol resin glue. Planking of bottom and transom is plywood 12 mm, sides plywood 10 mm strengthened by oak stringers glued upon. Gunwale 22 mm mahogany to be glued with planking. Deck beams Oregon pine or fir to be fastened to gunwale. Deck plywood 6 mm, canvas covered. Middle gunwale mahogany. Hatch above the engine. There are 2 bulkheads (5 mm plywood), after the cabin and between pilots stand and engine room, the latter to be covered by sound insulating plates. The result of the whole, often proved construction is a hull, very strong against curving and torque, but of light weight, as is suitable for such kind of boat.

Cabin sides and frame of windshield mahogany; furniture to be partially solid mahogany, partially mahogany finished plywood. Both the middle windows of the cabin as well as the side windows of the pilots stand to be lowered down. The roof above the pilots stand is removeable, each side for itself like a sliding hatch. Cabin roof plywood canvas covered. Sliding door between pilots stand and cabin, mahogany. Doors through the 2 No. bulkheads, for entrance into the stern peak and engine room, plywood. - Mast and flag stick spruce. - Most of the deck fittings to be chromed bronze, partially light alloys, polished.

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WINN. G

BEI BLESWIC
GERMANY

Summary of K. Vertens Yachtwerft Basic Designs

5.2-meter "Hydrofoil Sportboat"

LOA	20.3 ft.
Displacement	0.9 ton
Max. beam at deck	7.05 ft.

*The complete set of enclosures to this letter are available in the ONR Mechanics Branch (Code 438) File, All(1)/Hydrofoil. These include descriptions of the structural materials used, the drive system, etc.

Max. beam (at forward hydrofoil)	8.85 ft.
Draft with hydrofoil (displacement conditions)	3.28 ft.
Max. speed	Approx. 44 m.p.h.
Cruising speed	Approx. 37 m.p.h.
Engine: Gray Fireball	90 H.P.

9-meter "Hydrofoil Cruiser"

LOA	29.5 ft.
Displacement	1.3 tons
Max. beam at deck	8.7 ft.
Max. beam (at forward hydrofoil)	11.8 ft.
Draft (displ. condition)	4.6 ft.
Max. speed	Approx. 40 m.p.h.
Cruising speed	Approx. 35 m.p.h.
Engine: Mercedes-Benz "M-188" (gasoline)	150 H.P.

11-meter "Wing"-Express Boat

LOA	37.1 ft.
Displacement	6.9 tons
Max. beam at deck	10.5 ft.

50 PAGES
POLICE REPORT
MADE NO BOAT

2671-
755/WAD-3840

50 mile

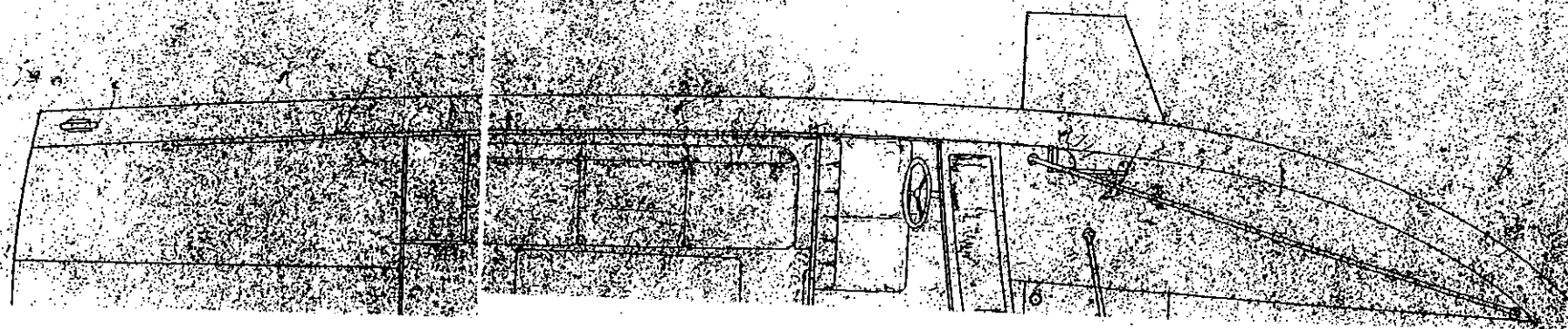
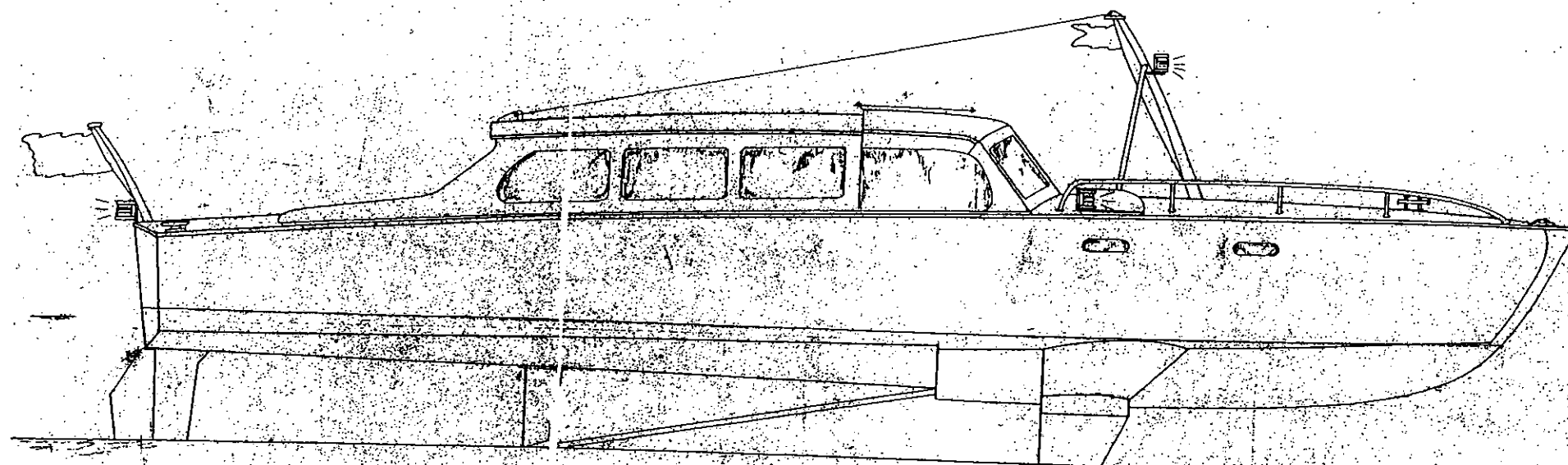
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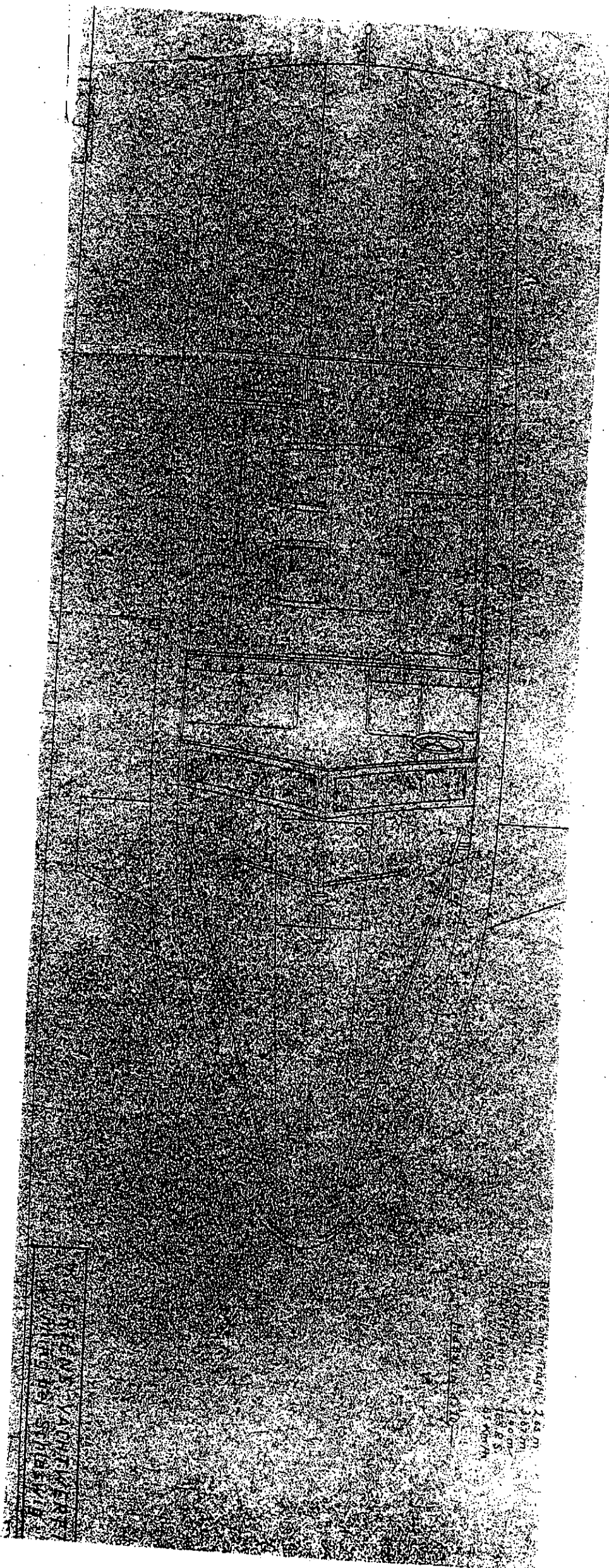
Max. beam (at forward hydrofoil)	14.1 ft.
Draft (displ. condition)	3.9 ft.
Max. speed	Approx. 45 m.p.h.
Cruising speed	Approx. 40 m.p.h.
Engine: 2 Gasoline motors, each	165 H.P.



"WING" Reise-Boot

Länge über Alles 9,00 m
 Breite ohne Tragfl. 2,65 m
 Breite mit " 3,67 m
 Tiefgang " 1,40 m
 Motorleistung 165 P.S.
 Geschwindigkeit 65 Km/h

Maßstab 1:20



CHIEF OF POLICE
MILWAUKEE, WIS.

2.48 m.
3.00 m.
1.00 m.
1.00 m.
1.00 m.
1.00 m.